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25X1A

COUNTRY East Germany

SECURITY INFORMATION

REPORT NO. [REDACTED]

TOPIC Grossenhain Airfield

EVALUATION [REDACTED] 25X1X

PLACE OBTAINED [REDACTED]

25X1C

DATE OF CONTENT [REDACTED]

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DATE OBTAINED [REDACTED]

DATE PREPARED

10 August 1953

REFERENCES

PAGES 4 ENCLOSURES (NO. & TYPE)

REMARKS

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1. The following air activity was observed at Grossenhain airfield between 16 June and 9 July 1953:

16 June. There was a 3/10 overcast at an altitude of about 1,000 meters in the morning, a 10/10 overcast in the afternoon, and a thunderstorm about 7 p.m. Between 11 a.m. and 5 p.m., swept-back jet fighters made local flights of about 5 minutes duration each. Aircraft involved in air activity between 4 and 5 p.m. included Nos 357, 961, 979, and 869. Between 11 a.m. and 2 p.m., single-engine, low-wing monoplanes and high-wing monoplanes were observed aloft. At about 5:30 p.m., six alert planes and 6 other MiG-15s with auxiliary fuel tanks were parked at the field.

17 June. There was no air activity except for two take-offs by a Po-2 plane. At about 4:30 p.m., 38 MiG-15 and U-MiG-15 planes with auxiliary fuel tanks were counted on the landing field.

18 and 19 June. There was no air activity. There was a closed ceiling and intermittent rain showers.

20 June. Aircraft flew individually and in elements of twos. The following take-offs and landings by MiGs were observed between 2:12 p.m. and 3:56 p.m.:

<u>Take-Off</u>	<u>Landing</u>	<u>Aircraft No</u>
2:12 p.m.	2:21 p.m.	406
2:13 "	2:22 "	648
2:34 "	2:38 "	564
3:03 "	3:08 "	564
3:15 "	3:25 "	406
3:16 "	3:26 "	648
3:50 "	3:56 "	564

21 June. After 8 p.m., individual night flights were made by swept-back jet fighters. No searchlights were in operation.

22 June. In the morning, aircraft made individual flights and in elements of twos. Between 11:12 a.m. and 11:50 a.m., aircraft Nos 357, 648 and 702 were observed aloft. About noon, 23 MiG-15s and U-MiG-15s, 1 single-engine plane and 1 high-wing monoplane were parked at the field.

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21 June. There was a 4/10 overcast between 7 a.m. and 2 p.m. and a 10/10 overcast in the afternoon. Individual flights were made by MiG-15s which kept their landing gear extended. Flying in elements of twos was also practiced.

24 June. Between 7 a.m. and 3 p.m., there was local flying by MiG-15s with the landing gear extended.

25 June. Between 7 a.m. and 5 p.m., local flights of 3 to 5 minutes each were made. There was a 6/10 overcast in the morning and thunderstorms with rain in the afternoon.

26 June. Between 7 a.m. and 4:30 p.m., two flights were made by a Po-2s. There was a closed ceiling, haze and intermittent rain. At about 4 p.m., 6 alert planes and 2 other MiG-15s were parked at the field.

27 June. A Po-2 made a flight between 2:05 p.m. and 2:32 p.m. There was a closed ceiling at an altitude of 300 meters, thunderstorms and intermittent rain. No other air activity was observed.

29 June. From 6 a.m. until after midnight, there was air activity by swept-back jet fighters which flew individually and with extended landing gears. The sky was 6/10 overcast and there were intermittent thunderstorms and rain showers.

30 June. There was intensive air activity throughout the day and at night. There were no clouds in the morning, the degree of cloudiness increased in the afternoon, and it rained about 8 p.m. The aircraft flew individually and with extended landing gears at an altitude of between 300 to 400 meters. The following take-offs and landings were made by MiGs between 5 p.m. and 6 p.m.:

<u>Take-Offs</u>	<u>Landings</u>	<u>Aircraft No</u>
Unknown	5 p.m.	310 Y
5:10 p.m.	5:14 "	211
5:12 "	5:15 "	725
5:13 "	5:17 "	542
5:16 "	5:20 "	646
5:22 "	5:25 "	911 Y
5:23 "	5:27 "	979
5:31 "	5:35 "	310 Y
5:32 "	5:37 "	211
5:38 "	5:42 "	646
5:40 "	5:44 "	542
5:48 "	5:53 "	911 Y
5:49 "	5:55 "	979
5:51 "	5:57 "	725

1 July. There were no clouds in the morning but an increased cloudiness in the afternoon and thunderstorms. Between 10 a.m. and 11 p.m., except for the time during the thunderstorms, more than 100 flights, each lasting 3 to 4 minutes, were made. Source also observed planes flying in elements of twos which headed west and returned from the west after about 12 minutes. At about 4:30 p.m., 28 MiG-15 and U-MiG-15s were parked at irregular intervals in front of the hangars.

2 July. There was air activity between 11 a.m. and 7 p.m. The aircraft made individual flights, elements of two's, and, for the first time after an interval, formations of four. The formations left the field in a northwesterly direction and returned from the northwest after about 20 minutes. Between 10 p.m. and midnight, night flights were made without searchlights in operation.

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7 July. Between 11 a.m. and 6 p.m., when the degree of cloudiness increased, flights were made individually and in elements of twos. At about 9 a.m., 26 MiG-15 and U-MiG-15 planes were parked in front of the hangars.

8 July. Between 11 a.m. and 3 p.m., only nine individual flights were observed. The degree of cloudiness changed from 2/10 to 10/10 and the weather became dull. Night flights were made between 7 p.m. and 11 p.m.

9 July. MiG-15s made individual flights between 10 a.m. and noon and formation flights in elements of twos between 7 and 9 p.m. Four aircraft had the numbers 705 Y, 310 Y, 604 and 642. ¹

2. On 17 June, 16 trucks with coupled guns, probably AA guns, were parked north of the runway at the field. ²

3. Trucks observed entering and leaving the field between 16 June and 9 July

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4. On 1 July, one-man dug-outs, 80 to 100 meters apart and which could scarcely be seen, were located under bushes on the outside of the board fence on the western edge of the field along the road. Four dug-outs were occupied by a soldier armed with a submachine gun. One of the soldiers wore red-bordered black epaulets. Between 11 a.m. and 3 p.m. on 13 July, 25 MiG-15 and U-MiG-15s were parked in front of the hangars. After 2 p.m., there was air activity by planes flying in elements of twos. ¹

5. The following air activity was observed at the field between 9 June and 9 July:

9 June. Between 9 a.m. and noon and again in the afternoon, take-offs were made by MiG-15s. Night flights were made between 8:30 p.m. and mid night while the searchlights were in operation.

16 June. There was intensive activity at the landing field. The aircraft revetments, observed by source, were occupied by one MiG-15s each. An additional 30 MiG-15s were counted at the landing field. Thus, the total aircraft strength was estimated at about 60 MiG-15s. The aircraft revetments were camouflaged from aerial observation by green tarpaulins. Between 8 a.m. and 1 p.m., individual take-offs were made by MiG-15s. Between 7 p.m. and 8:30 p.m., the running up of aircraft engines was heard from the repair hanger.

23 June. Flights by MiG-15 and U-MiG-15s were made almost continuously throughout the day. The noise of aircraft engines was also heard at night.

25 June. During the morning and afternoon, formation flying was practiced. Air activity was discontinued because of a thunderstorm. There was a closed ceiling.

26 June. No flights were made by swept-back jet fighters. There was a 7/10 overcast.

27 June. The shrapnelproof aircraft revetments at the landing field were empty. Twenty-two MiG-15s were parked on the field.

28 June. There was no air activity by MiG-15 or U-MiG-15 planes.

29 June. In the morning, high-altitude flights were made. There were no

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clouds. After 6 p.m. and again after nightfall, individual flights were made. No searchlights were in operation.

1 July. Individual flights were made by swept-back fighters, jet planes, in the morning. Night flights were made up to 2 a.m. without searchlights.


2 July. Aircraft practiced flying individually and formations of twos and fours. There was night flying, without searchlights.


3 July. Night flights were made in favorable weather.

4 July. There was night flying without searchlights.

6 July. Night flights were made while searchlights were again in operation.

9 July. There was air activity by aircraft flying individually and in formation throughout the day and night flying after 7:30 p.m.

25X1A  Comment. According to available information, Grossenhain airfield is occupied by a fighter division headquarters and two fighter regiments. Air activity is still very intensive with great stress being laid on individual training and night flying. It is believed that young pilots, principally, are being trained at Grossenhain. The majority of the MiG-15s are most usually parked in the hangars. During the uprising in East Germany, aircraft at Grossenhain airfield, as at other airfields, were towed out of the hangars and parked, if possible, in shrapnelproof aircraft revetments. The observed number of approximately 60 planes partially agrees with the present aircraft strength of the two fighter regiments. The aircraft Nos 642 and 911 Y are reported for the first time from East Germany. No 705 was previously observed in Marseburg and Erfurt and No 725 in Wittstock.

25X1A.  Comment. Previously, two AA gun emplacements, one at the southern edge of the field and the other one north of the main runway, were known to be located at Grossenhain airfield. AA protection was possibly increased during the alert status.

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